

ES.1 INTRODUCTION

The project under consideration is Utah State Route (SR) 26 (also referred to as Riverdale Road) in Weber County, Utah. Riverdale Road begins at SR-126 (also referred to as 1900 West) in Roy, Utah, and continues in a northeast direction for a distance of approximately 3.7 miles through the cities of Roy, Riverdale, South Ogden, and Ogden to U.S. Highway 89 (US-89) (also referred to as Washington Boulevard) in Ogden, Utah. Figure ES.1 shows the location of the project.

The purpose of the project is to reduce congestion and attain a peak hour level of service (LOS) D or better along the corridor and at each intersection in the year 2030. The need for improvements is based on current and future traffic demand, existing accident data, and roadway and bridge deficiencies. (See Chapter 1–Purpose and Need for Action.)

ES.2 OTHER MAJOR ACTIONS

The Utah Statewide Transportation Improvement Program (STIP) for fiscal years 2005 through 2009 lists the following major roadway projects for the area surrounding Riverdale Road:

- Interstate 15 (I-15): 5600 South to Interstate 84 (I-84)
- I-15: 31<sup>st</sup> Street to 2700 North, Ogden
- US-89: SR-203 to 40<sup>th</sup> Street
- 4800 South: 1900 West to 3100 West, Roy

The STIP for fiscal years 2005 through 2009 lists the following major transit projects for the area surrounding Riverdale Road:

- The Ogden Urbanized Area Transit Enhancements and Bus Expansions
- Regional Rail: Ogden to Salt Lake City (also known as Commuter Rail)

ES.3 ALTERNATIVES CONSIDERED

The alternatives considered include improvements to the existing roadway system as well as improvements to other non-roadway transportation systems that may help relieve the congestion associated with the roadway under study. Alternatives that do not meet the purpose and need for action are not considered reasonable and therefore do not need to be considered in detail. All alternatives are considered viable until they are dismissed through the alternative evaluation process. (See Chapter 2–Alternatives.)

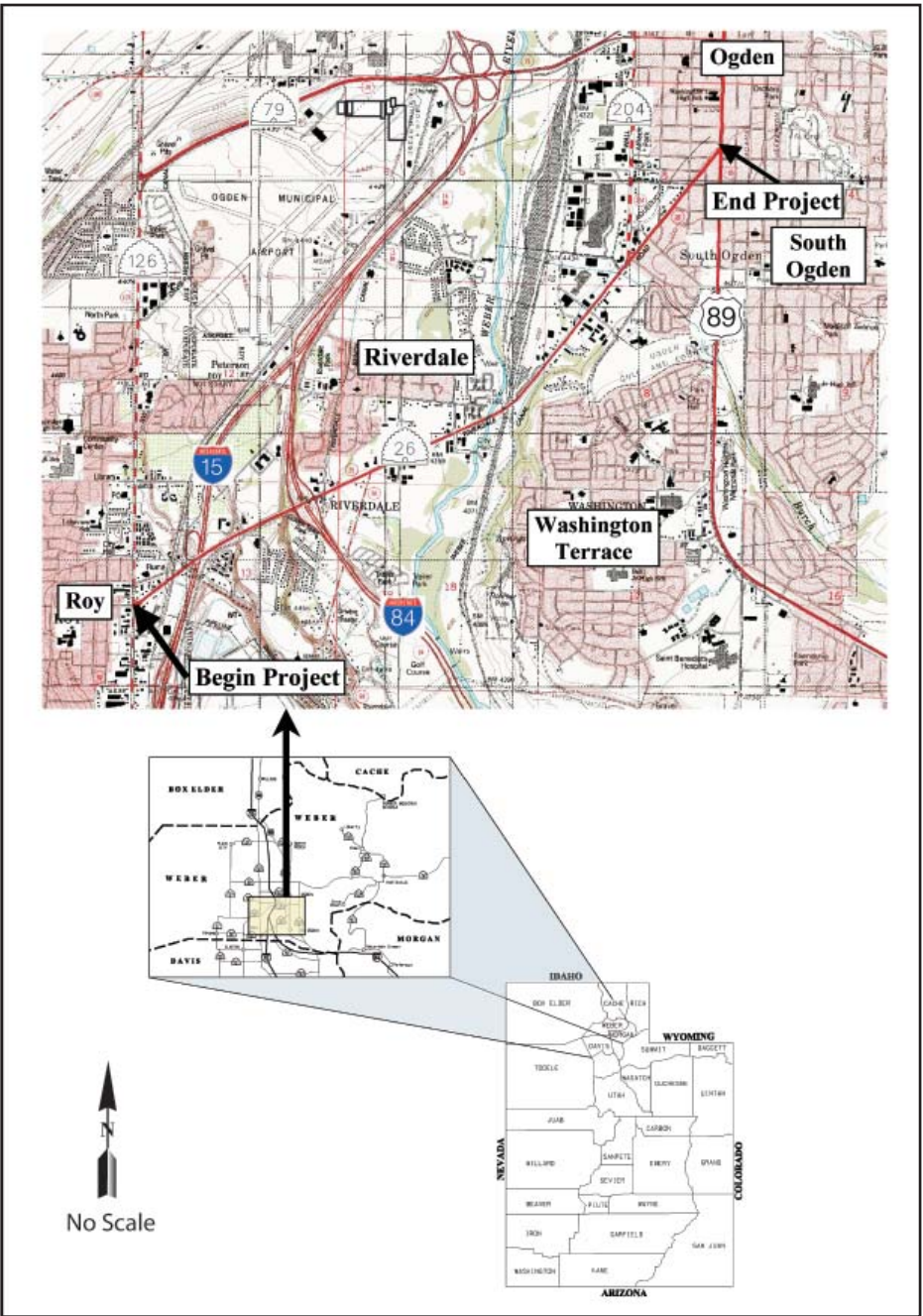


Figure ES.1–Location of Proposed Action.

Alternative development begins with the initial development and evaluation of alternatives and ends with a decision on which alternatives are carried forward for detailed evaluation.

The alternative development process started with the identification of potential alternatives that may help solve traffic congestion, progression, and safety problems along the 3.7-mile Riverdale Road. A comprehensive list of stand-alone alternatives, sorted by category, was developed during

this initial alternative development process. These stand-alone alternatives are described below.

- Alternative transportation measures to reduce congestion were considered. The evaluated alternative transportation measures are:
  - Increased Bus Service Alternative
  - Transportation System Management/Transportation Demand Management Alternative (TSM/TDM Alternative)
- Build alternatives consider adding capacity, system enhancements, and construction of alternative measures to reduce congestion. The build alternatives are:
  - Lane Addition Alternative
  - Light Rail Alternative
  - Riverdale Road Expressway Alternative

In addition, a No-Action Alternative was evaluated. This alternative consists of no construction except for routine maintenance.

The initial screening criteria required that each alternative demonstrate the ability to reduce congestion by providing a future roadway LOS D or better. If an alternative failed to provide the minimum acceptable level of service and safety and constructability requirements, it was dropped from consideration.

The alternative that provided an LOS D or better and met safety and constructability requirements and was therefore carried forward for further consideration was the following alternative:

- Lane Addition Alternative

The Lane Addition Alternative includes turn lanes, signal modification, increased bus system enhancements, and a reconfigured interchange at I-84, plus an additional travel lane would be constructed along Riverdale Road between the following limits:

- I-15 and Wall Avenue/40th Street in each direction
- Wall Avenue/40th Street and Chimes View Drive in the westbound direction
- 36th Street and Washington Boulevard in each direction

Executive Summary

As the project progressed, five different alignment options between 600 West and Chimes View Drive were identified and the environmental consequences of each were studied. The alignment options were labeled Lane Addition Alternative A through Lane Addition Alternative E corresponding to various shifts from the existing roadway centerline. These Lane Addition Alternatives are described as follows:

- Lane Addition Alternative A – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be primarily to the north of the existing roadway.
- Lane Addition Alternative B – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be centered on the existing roadway.
- Lane Addition Alternative C – Between 600 West and Chimes View Drive, the roadway would be widened primarily to the south of the existing roadway.
- Lane Addition Alternative D – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be on both sides of the existing roadway with a slight shift to the south.
- Lane Addition Alternative E (Preferred Alternative) – Between 600 West and Chimes View Drive, the widening of the proposed roadway would be on both sides of the existing roadway with a slight shift to the south. Between Chimes View Drive and 37<sup>th</sup> Street, the widening of the proposed roadway would be centered on the existing roadway. Between 37<sup>th</sup> Street and Harris Street, the proposed roadway widening would be on both sides of the existing roadway with a slight shift to the south.

ES.4 SUMMARY OF ENVIRONMENTAL IMPACTS

Direct impacts have been considered for the area immediately adjacent to Riverdale Road. For social and economic analysis, the United States 2000 census tracts and subareas were used as a primary data source. The census block groups cover a wider area than the immediate road vicinity. Thus, while there are few residences on Riverdale Road, the census blocks include these residential areas to the north and south of the road.

Indirect impacts consider the surrounding cities of Roy, Riverdale, South Ogden, Washington Terrace, and Ogden and surrounding areas of unincorporated Weber County.

Impacts were assessed for the No-Action Alternative and the Lane Addition Alternatives. A summary of impacts is shown in Table ES.1.

ES.5 ISSUES TO BE RESOLVED

Currently no major controversies or unresolved issues exist. Generally, public comments have been in favor of the project. Several comments suggested that other alternatives would relieve the need to widen Riverdale Road. Analysis of these alternatives indicated that the suggested improvements would not satisfy the purpose and need of the project. Resource agencies have not identified any irretrievable and irreversible impacts from the Proposed Action. Some property owners have expressed concern over the impact to their individual properties.

ES.6 REQUIRED FEDERAL ACTIONS

Below is a listing of federal actions that are required for the implementation of the build alternatives.

- Section 106 Agreement/Concurrences (Federal Highway Administration consultation with Utah State Historic Preservation Office)
- Section 309 Review (U.S. Environmental Protection Agency)
- Advisory Council on Historic Preservation Memorandum of Agreement

ES.7 STATUTE OF LIMITATIONS

A federal agency may publish a notice in the Federal Register, pursuant to 23 U.S.C. 139(l), indicating that one or more federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those federal agency actions will be barred unless such claims are filed within 180 days after the date of publication of the notice, or within such shorter time period as is specified in the federal laws pursuant to which judicial review of the federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the federal laws governing such claims will apply.

Table ES.1–Summary of Direct Impacts from Lane Addition Alternatives.

Impacts	No-Action Alternative	Lane Addition Alternatives				
		A	B	C	D	E
Land Use Impacts (acres) (New Right-of-Way Required)	0.0	4.77	4.80	4.90	4.93	4.91
Total Parcels Requiring Right-of-Way <sup>a</sup>	0	95	97	100	101	95
Businesses	0	91	93	95	96	93
Residential	0	4	4	5	5	2
Parks	0	0	0	0	0	0
Total Relocations <sup>b</sup>	0	5	4	1	1	0
Businesses	0	5	4	1	1	0
Residential	0	0	0	0	0	0
Parks	0	0	0	0	0	0
Farmland Impacts	N	N	N	N	N	N
Social Impacts	N	N	N	N	N	N
Economic Impacts <sup>c</sup>	0	4	4	4	4	4
Environmental Justice Impacts	N	N	N	N	N	N
Pedestrian and Bicycle Impacts	N	YB	YB	YB	YB	YB
Air Quality Impacts	N	YB	YB	YB	YB	YB
Parcels with Noise Impacts	0	56	56	56	56	56
Water Quality Impacts	N	YB	YB	YB	YB	YB
Wetland Impacts (acres)	0.0	0.0	0.0	0.0	0.0	0.0
Water Body Modifications and Wildlife Impacts	N	N	N	N	N	N
Floodplain Impacts	N	N	N	N	N	N
Recreational Sites Impacted	0	0	0	0	0	0
Historic Sites Adversely Impacted	0	1	1	1	1	0
Archaeological Sites Adversely Impacted	0	1	0	0	0	0
Hazardous Waste Impacts	N	N	N	N	N	N
Visual Impacts	N	N	N	N	N	N
Energy Impacts	N	N	N	N	N	N
Construction Impacts	N	Y	Y	Y	Y	Y
Cumulative Impacts	N	N	N	N	N	N

<sup>a</sup> Does not include temporary construction easements.  
<sup>b</sup> Included in previous totals.  
<sup>c</sup> Includes only those businesses with reduced viability after the project is complete due to current use of Utah Department of Transportation right-of-way.  
YB = Impacts considered beneficial  
N = No  
Y = Yes



ES.8 BASIS FOR SELECTING THE PREFERRED ALTERNATIVE

Lane Addition Alternative E was selected as the Preferred Alternative for the Riverdale Road project. The Preferred Alternative would include reconstructing the I-84 interchange and may include reconstructing the ramps and bridge into a single-point urban interchange or similar type of interchange. The I-15/Riverdale Road interchange bridge would also be reconstructed. All of the build alternatives carried forward for detailed study would result in the same improvement to transportation mobility, safety, and roadway deficiencies. Therefore, the main reasons for selecting Lane Addition Alternative E as the Preferred Alternative are as follows:

- **Section 4(f)** – Lane Addition Alternative E was the only alternative to result in one 4(f) use, which was considered a *de minimis* impact by FHWA (that is, the impact would be too minor to require action).
- **Relocations** – Lane Addition Alternative E was the only alternative to have no relocations.
- **Cultural Resources** – Lane Addition Alternative E was the only alternative to result in no adverse effects to cultural resources.

With the exceptions of 4(f) impacts, relocations, and impacts to cultural resources, all of the build alternatives carried forward for detailed study would have similar environmental impacts.

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